

county's toughest cases, which meant putting himself in harm's way.

Those who knew Steven knew that he was a dedicated family man and a committed parent, not missing a single one of his daughter's basketball games.

He was also a shining light for his entire community. He was a former three-sport athlete at Aitkin High School. He served as a volunteer firefighter for 17 years, and he taught Sunday school at the local Methodist church.

Mr. Speaker, Steven Sandberg dedicated his life to serving others and keeping people safe. We honor his sacrifice. My thoughts are with his wife, Kristi, and with his daughter, Cassie, as well as with the entire community in Aitkin County.

HISPANIC HERITAGE MONTH

(Mr. CÁRDENAS asked and was given permission to address the House for 1 minute.)

Mr. CÁRDENAS. Mr. Speaker, I come here to remind us how diverse our country is and how beautiful it is that we have been celebrating Hispanic Heritage Month for the last 30 days.

I just wanted to take the opportunity to remind everybody that when we do things like that, it is not to talk about how we are different or separate. No, it is to talk about how alike we are and to talk about how wonderful and great our country is.

The tapestry of people that come from all over the world come here to start a new life, come here to create opportunities, perhaps not for them, but for the next generation. Together, we have created the greatest country that this world has ever known and has ever seen.

From Europe, from the Americas, from Africa, from Australia, from all parts of the planet, people come to this country for a better life and a second chance.

I hope and pray that in these Chambers we can live up to the responsibility of holding true to the values of America and holding true to our responsibilities as a legislative body of this country to create and pass laws to make sure that everybody can continue to have those opportunities for generations to come.

HONORING JUNE SORG

(Mr. THOMPSON of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. THOMPSON of Pennsylvania. Mr. Speaker, I rise today to recognize Elk County, Pennsylvania, Commissioner June Sorg. June was honored recently with the County Commissioners Association of Pennsylvania's Outstanding Commissioner of the Year Award and with the Special Presidential Award. This award recognizes a commissioner who has contributed to the advancement of county government.

June has a long career of public service, serving for six terms as county commissioner, totaling 24 years. In that time, she has been a leader in Elk County on issues ranging from human services, workforce investment, prison issues, infrastructure improvement, recycling, and environmental issues.

Specific accomplishments during June's tenure include consolidation of county offices to a centralized location, improvements to the county's jail, and the construction of Elk County's new emergency management center.

As you know, Mr. Speaker, county commissioners across the country dedicate countless hours toward the improvement of counties and communities that they serve. I know that June's Sorg's work proves this is true in Elk County.

HEROIN TASK FORCE AND STOP ABUSE ACT

(Mr. GUINTA asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. GUINTA. Mr. Speaker, I rise today to thank the new members of the bipartisan task force to combat the heroin epidemic. We introduced our first piece of legislation, the Stop Abuse Act, this month.

Heroin abuse in the United States has reached unprecedented levels, increasing 63 percent over the last decade. This addictive and dangerous drug has torn a path through every community, destroying families and ruining lives.

In my home State of New Hampshire, the number of patients admitted to the State-funded treatment programs reached over 1,500 in 2013, doubling the number from 2004.

Nationwide, in 2014, heroin abuse was responsible for nearly 8,200 deaths. In just 10 years, the number of addicts has doubled to over 500,000.

To address this health crisis, we must expand coordination between local, State, and Federal governments, law enforcement agencies, and medical professionals. We must assemble the best ideas from experts around the country, which is why Congresswoman ANN KUSTER and I formed the bipartisan task force. We are doing everything possible to raise awareness, increase education, and hear from families and individuals affected by the spread of heroin.

I urge my colleagues to join our effort so we can stop this epidemic.

MINNESOTA LYNX BASKETBALL TEAM

(Mr. ELLISON asked and was given permission to address the House for 1 minute.)

Mr. ELLISON. Mr. Speaker, allow me to congratulate the Minnesota Lynx Basketball Team. This wonderful basketball team has won three titles in 5

years. This is the great sports story of our time.

I would like to just let the Minnesota Lynx, their coach, and all their fans know that we are incredibly proud of them. We celebrated, and we had a victory parade.

We had all those things happen, but the truth is that this is women's basketball. It is high quality, and it is excellent. It shows girls that women are excellent athletes, and it shows boys the same thing. This is great for our whole country and great for our community in Minnesota.

We are proud of the Minnesota Lynx.

Do you know what? I want to know if they can win another one next year. I wouldn't put it past them.

Go Minnesota Lynx.

FEDERAL DEFICIT

(Mr. LAMALFA asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. LAMALFA. Mr. Speaker, yesterday, the Treasury Department confirmed what we already knew: we have cut the Federal deficit to the lowest level since this President took office. At \$439 billion, the deficit is about 10 percent lower than in 2014 and is less than one third of what it was in 2009.

Yet, earlier this week, the administration was quick to boast about announcing the deficit being down that low when we asked in the past, "What is the plan, Mr. President, for balancing the budget ever?" Not telling me how to do it, but when. We haven't gotten any answer.

This has been the result of discipline started by House Republicans with the Budget Control Act and other measures to keep spending in line so that we will have a chance some day to have a truly balanced budget.

If we had the economy responding and things to help spur the economy, we could reach that goal even faster, perhaps even by 2019. With the right discipline, we could balance the budget. Then no longer will we have to have a debate about whether we should be extending the debt limit, which I think is appalling for all of us here, especially for the next generation who are going to have to pay the price on that.

So this is indeed good news. We want to get that budget deficit number to zero as soon as we can and maintain the business of this country.

CONGRATULATING BAYLOR COLLEGE OF MEDICINE AND RICE UNIVERSITY

(Ms. JACKSON LEE asked and was given permission to address the House for 1 minute.)

Ms. JACKSON LEE. Mr. Speaker, I am very excited today to congratulate the researchers from the Baylor College of Medicine and Rice University in my hometown of Houston.

On Monday, they announced an important discovery about the structure

of human genetic material, an advance that one day could enable scientists to fix genetic defects that lead to disease. This was in the journal of the Proceedings of the National Academy of Sciences. The authors included experts from Stanford, the Broad Institute of MIT and Harvard, who brought about this particular research, described the process through which a 6-foot-long string of human DNA folds and organizes itself.

The main excitement about this is that to the many children, to the many young people, to the many families who suffer the loss of a child through a deadly disease, we now have research that may alter that process and impact, if you will, the DNA that results in diseases that cause the death of our children.

Let me congratulate Baylor and Rice University for this great success, and we look forward to saving lives from Houston, Texas.

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CHAOS IN AMERICA'S INFRASTRUCTURE SYSTEM

The SPEAKER pro tempore (Mr. LAHOOD). Under the Speaker's announced policy of January 6, 2015, the gentleman from California (Mr. GARAMENDI) is recognized for 60 minutes as the designee of the minority leader.

Mr. GARAMENDI. Mr. Speaker, this is chaos week in Washington, and there are a lot of things going on. Most people want to talk about Benghazi or—I don't know—maybe the Speaker, the next Speaker or the last Speaker. However, what I would like to talk about today is chaos in America's infrastructure system.

Early this morning on my way to the airport in Sacramento I was driving up Interstate 5, the highway that connects Mexico and Canada and Oregon and Washington and California. I hit a huge pothole and then another pothole. It turns out that the entire right lane was a series of potholes for the 9 miles that I traveled to get to the airport. That is not unusual, but that is the story of America's infrastructure.

Everybody here on the floor wants to talk about how our great Nation is the world's most vibrant economy, the place where intellectual infrastructure takes place, but it certainly is not the place where physical infrastructure takes place. We rank 16th among the developed nations in the world on our infrastructure.

Travel to China. High-speed rail is going every which way. They have new airports. I remember the comment of our Vice President when he flew into LaGuardia in New York City. It wasn't very complimentary.

We have a need to build the infrastructure of this Nation because it is upon the infrastructure that the economy grows. It is upon the highways that we travel and move the goods and

services. It is upon the transit system that more than 45 percent of Americans depend on for their transportation.

We have got problems. I was reminded of Apollo 13 and that very famous quote coming back from space: "Houston, we've had a problem here." Yep. America, we have got problems.

That is a picture of the bridge on Interstate 5 in Washington State. Just a little bit north of this bridge is the Canadian border. This bridge collapsed about 3 years ago. There are 63,500 bridges in America that are deficient, and over the last decade we have seen Americans die on bridges that have collapsed. We have got a problem.

Among other things, given all the chaos here in Washington, we have got a problem with infrastructure. The House of Representatives is going to take up an infrastructure bill this week in committee. We will talk about that a little later.

First I want to go through some of the other problems besides bridges and highways. Oh, by the way, it would take \$780 billion to bring our highways up to adequate standards. That is a lot of money. Or maybe it is not. That is about three-quarters of what we have spent in Afghanistan over the last 14 years. I guess we make decisions here about where we spend money.

Forty-two percent of our highways are in inadequate condition, and congestion abounds in 42 percent of the urban highways. Yep, we have got problems, but we can solve them. We will see whether the House of Representatives and the Committee on Transportation and Infrastructure is willing to solve the problems this week when we take up the infrastructure bill here in the House of Representatives.

I would like to have my colleague from California, Representative JANICE HAHN, address one of our other problems. It is a problem that she is particularly aware of. She represents the greatest port in America, the Port of Los Angeles, and its neighboring port, the Port of Long Beach.

Representative HAHN.

Ms. HAHN. Mr. Speaker, I would like to thank my good colleague from California, Mr. GARAMENDI, for devoting this Special Order hour to the needs that we have in this country when it comes to our infrastructure.

I am sort of excited because this week, at long last, barely in time before the highway trust fund runs out of money, we are finally going to look at a long-term surface transportation bill to fund some of our Nation's most critical infrastructure, which you have been talking about.

Our Nation's highways, our roads, our bridges, they have been neglected far too long. Today we unfortunately have an infrastructure crisis. Not only do the American people rely on these roads to get from point A to point B safely and efficiently, our economy relies on them as well.

I have been advocating, as you know, for more funding for our freight net-

work. That is the series of highways and roads that go from our ports and our manufacturing hubs and that the vast majority of our Nation's freight travel on. Our Nation's ports are hard at work, bringing in cargo from all over the world and exporting the products of American manufacturing to the growing overseas market.

Twenty-two million jobs nationwide rely on the efficient movement of goods in and out of our ports. These jobs rely on our Nation's freight network. For too long we have failed to invest in this important infrastructure and allowed it to crumble. Too many bridges along the freight network are in disrepair, and too many of our highways are unable to handle the modern levels of traffic.

Now, many of us deal with the inconvenience of traffic every day, but this same traffic also costs both businesses and consumers money, and it threatens our economy's ability to stay competitive in the 21st century global economy.

As the roads on our freight network become more and more unreliable, the cost of transporting these goods increases, and American manufacturers and consumers pay the price. That is why I proposed legislation that would drastically increase the funding of this freight network infrastructure.

I thought it would be a good idea, and my bill would have used existing customs fees to provide \$2 billion every year just to fund this freight network and the infrastructure projects without, by the way, raising any taxes. I thought, by investing in our freight network, we could give American businesses and manufacturers a competitive edge and spur job creation across the country.

The highway bill that we are considering this week provides just \$750 million per year in freight funding. That is less than half of what I was hoping for. But it is a start. I hope that we can continue this conversation and find ways to invest in our ports and in this freight network at the level that our economy needs.

I hope that in coming days we can work in a bipartisan way to improve the highway bill and ensure that it passes before the end of this year. I would like to see the freight network expanded to include that last mile. Those are the roads that connect everything to our ports with highways and with rail. And when we talk about improving our roads, these last mile roads are often forgotten, even when they have the greatest amount of traffic.

I hope that we can expand the freight title to include funding for on-dock rail at our ports. Investing in on-dock rail would actually ease traffic on our highways by taking a lot of those trucks off the roads. That cargo would come off the ships, go right onto the rail and then to the end consumer.

This bill is a positive step. It is not perfect. It is not as good as I would like